DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

T00003LA
Reid Dennis
HU-16RD

December 3, 1998

TYPE CERTIFICATE DATA SHEET NO. T00003LA

This data sheet, which is a part of the Type Certificate No. T00003LA, prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

Type Certificate Holder

Reid Dennis
300 Sand Hill Road
Building 2, Suite 290
Menlo Park, California 94025

I - Model HU-16RD (Albatross) (Restricted Category) approved

Engine

(2) Wright 982C9HE3 (Military Designation R-1820-82C)
See TCDS E-259-6

Fuel

Minimum 100 octane low lead (100LL)

Fuel Capacity

	Usable	Total Capacity	Arm
Right & left main tanks	338 US gal. (each)	340 US gal. (each)	+297.3
Right & left aux tanks	320 US gal. (each)	323 US gal. (each)	+297.3
Right & left float tanks	206 US gal. (each)	209 US gal. (each)	+307.5

Engine Oil

MIL-L-6082 Grade 1120 or Grade 1100
MIL-L-22851 (WEP) Grade 1120 or Grade 1100

Oil Capacity

29 US gal. (each tank) usable and total, (+262.0)

Engine Limits

Phase	BHP	RPM	MP	Altitude
Takeoff (5 min)	1475	2800	54.5	SL
Takeoff (5 min)	1475	2800	54.0	1250 ft.
Max continuous	1275	2500	46.5	SL
Max continuous	1275	2500	45.5	2550 ft.

Operations between 2100 and 2200 RPM; 2550 and 2650 is restricted to passing through only.

Minimum allowable oil pressure at idle speed is 15 PSI.

Minimum allowable oil pressure above 1450 RPM is 65 PSI. At or below 1450 lower pressures may be observed. These values are acceptable providing the oil pressure check is within limits.

Propeller & Propeller Limits

(2) Hamilton Standard 43D51-667
See TCDS P-851-16
(3) 7113( )-5 blades
11 ft. 2 in. diameter
Pitch setting at the 54 inch blade station

Full reverse	-18°
Low pitch stop	+13°
High pitch stop	+84°

Maximum allowable engine RPM in reverse pitch is 2500 RPM

Airspeed Limits

V_{NE}		260 KIAS
V_{NO}		206 KIAS
V_A		130 KIAS
V_{FE}	15°	175 KIAS
	30°	135 KIAS
	40°	115 KIAS
V_{LO}		130 KIAS
V_{LE}		130 KIAS
V_{LLE}		120 KIAS
V_{RB}		150 KIAS
V_{MC}		85 KIAS

C. G. Range

294” to 304”

Datum

149” forward of the jig point in the nose wheel well.

Leveling Means

Leveled laterally by leveling lugs located in the nose wheel well and longitudinally by a plumb bob drop from the small hole located in the shelf of the left wheel well.

Maximum Weight

Phase	Landplane	Seaplane
Ramp/water taxi	33,650 lbs.	29,650 lbs.
Takeoff	33,500 lbs.	29,500 lbs.
Landing	29,500 lbs.	29,500 lbs

Minimum Crew

2 (pilot & copilot)
Maximum number of crew shall not exceed 12 including pilot and copilot.
Maximum number of seats is 13 including pilot and copilot.

Baggage Compartment

	Capacity	Arm
1	200 lbs.	+248.0
2	150 lbs.	+300.0
3	100 lbs.	+417.0
4	50 lbs.	+456.0

Control Surface Movement	Ailerons	Up	17° ±1°
		Down	17° ±1°
	Elevator	Up	30° ±1°
		Down	20° ±1°
	Rudder	Right	20° ±1°
		Left	15° ±1°
	Aileron Trim Tab	Up	18° ±1°
		Down	12° ±1°
	Elevator Trim Tab	Up	5° ±1°
		Down	12° ±1°
	Rudder Trim Tab	Right	16° ±1°
		Left	26° ±1°

Serial Numbers Eligible

137932

Certification Basis

Federal Aviation Regulations (FAR) 21.25(a)(2) and (b)(3) effective February 1, 1965, Amendment 21-1 through 21-75. For the special purpose of aerial surveying. For modifications made to the airplane, CAR 4b and/or FAR Part 25 was required only for the following specific paragraphs: CAR 4b.200, 4b201(c), 4b.221, 4b.270(a)(2), 4b.301, 4b.302, 4b.303, 4b.304, 4b.306, 4b.307(c) for Structures, CAR 4b.300, 4b.301, 4b.325, 4b.326, 4b.329, 4b.334(c), 4b.335 through .337, 4b.350, 4b.356, 4b358, 4b.371, 4b.381 through .385, 4b.650, 4b.652 through 4b.655, 4b.601, 4b.603(b), 4b.604(d)(h), 4b.605(f), 4b.606, 4b.612(f), 4b.624, 4b.625, 4b.630(i), 4b.631(d), 4b.632, 4b.633, 4b.634, 4b.636, 4b.637, FAR 25.1316(b)(c) for Systems & Equipment; 4b.400 through 4b.407 for engines and propellers; and 4b.410 through 4b.437 for Fuel Systems; FAR 25.143, .145, .147, .149, .171, .175, .177, .181, .201, .203 for Flight Test; 14CFR Part 36, effective December 1, 1969, through amendment 36-1 for noise.

Date of application for Type Certificate: June 30, 1994.

A Finding of No Significant Impact (FONSI) for the modified Grumman (Navy) Model HU-16C (UF-1) aircraft has been accomplished and approved on March 1, 1998. A finding under the applicable provisions of the Noise Control Act of 1972 has been accomplished and approved on March 21, 1998, for the modified Grumman HU-16C (UF-1) aircraft (Restricted Category - Military Surplus).

Production Basis

None. Prior to original certification, an FAA representative must perform an inspection for workmanship, materials and conformity with the approved technical data.

Equipment

The basic required equipment as prescribed in the applicable Airworthiness Regulations (see Certification Basis) must be installed in the aircraft for certification. In addition, the FAA approved Airplane Flight Manual dated November 25, 1998, or later FAA approved revision, is required.

Tires	Mains	Goodyear	P/N 402F03B1
		B. F. Goodrich	P/N 033-753
	Nose	Goodyear	P/N 266F08-4
		B. F. Goodrich	P/N 038-657-2

NOTES

Note 1 — Current weight and balance report including a list of equipment included in the certificated empty weight, and loading instructions, when necessary, must be in the aircraft at the time of the original certification.

Note 2 — The following placard must be installed in clear view of the pilot:

RESTRICTED CATEGORY

This airplane must be operated as a restricted category airplane and in accordance with the operating limitations stated in the FAA approved Airplane Flight Manual.

The following note must be placed under “exceptions” on all Export Certificates of Airworthiness for this airplane: “This airplane is type certificated in the restricted category and may not meet the applicable airworthiness code as provided by Annex 8 of the Convention of International Civil Aviation.”

Note 3 — This aircraft must be serviced and maintained in accordance with TO 1U-16(H)A/B-2 or NAVWEPS 01-85AB-2 and the approved inspection program.

Note 4. — This approval applies to airplane S/N 137932 modified in accordance with Drawing RD100000, Rev. Z, or later FAA approved revisions.

Note 5 — The modification data plate in restricted category must be installed next to the manufacturer’s data plate in the cockpit.

Note 6 — Flight into known icing conditions is prohibited.

Note 7 — This aircraft is not equipped or approved for operation with the JATO system.

Note 8 — This aircraft is not equipped or approved for operation with an APU.

Note 9 — No persons may be carried on a restricted category civil aircraft unless they are necessary for the accomplishment of the work activity directly associated with that special purpose of 21.25 (b)(3) Aerial Surveying (ref. FAR 91.313). Seating configuration is defined by drawing number RD252301, revision 6, dated December 2, 1998, or later FAA approved revisions.

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